

# The China Mail.

Established February, 1843.

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就一月九年六十八百八千一英

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

London, Lombard Street, E.C. George Street & Co., 39 Cornhill, Gandon & Gotch, Ludgate Circus, E.C. Batty & Co., 37 Walbrook, E.C. Samuel Deacon & Co., 151 & 154, Leadenhall Street.

PARIS AND EUROPE:—AMÉDEE PHINOT & Co., 40 Rue Lafayette, Paris.

NEW YORK:—ANDREW WIND, 21, Park Bay.

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CEYLON:—W. M. SMITH & Co., The ANTHOMASIAN Co., Colombo.

SINGAPORE, STRAITS, &c.:—SAYLOR & Co., Square, Singapore. C. HEINSSEN & Co., Manila.

CHINA:—M. A. de CRUZ, Señor Querol & Co., Amoy, Wilson, Nicholls & Co., Foochow, Hedge & Co., Shanghaï, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama; LANE, CRAWFORD & Co., and KELLY & Co.

## Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital.....\$7,500,000  
Reserve Fund.....\$4,500,000  
Reserve for Equalization of Dividends.....\$200,000  
Reserve Liability of Directors.....\$7,500,000

COUNCIL OF DIRECTORS.  
Chairman—A. McLEVER, Esq.  
Deputy Chairman—M. GROTE, Esq.

J. BELL IRVING, Esq. H. HOPFUS, Esq.  
C. D. BOTTOMLEY, Esq. E. H. M. HUNTINGTON, Esq.  
W. H. F. DARBY, Esq. TON, Esq.  
H. L. DALMATION, Esq. Hon. A. P. MCLEVER, Esq.  
Hon. F. D. SASBON, Esq.

CHIEF MANAGER.  
Hongkong:—THOMAS JACKSON, Esq.  
Acting Chief Manager—JOHN WALTER, Esq.  
MANAGER.  
Shanghai:—EWEN CAMERON, Esq.  
LONDON BANKERS.—London and County Bank.

HONGKONG,  
INTEREST ALLOWED.

No Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.  
On Fixed Deposits:  
For 3 months, 3 per cent. per annum.  
" 4 " 4 per cent. " "  
" 12 " 6 per cent. "

LOCAL BILLS DISCOUNTED.  
Bills granted on approved Securities, in every description of Banking and Exchange business transacted.

Deposits granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JOHN WALTER,  
Acting Chief Manager.

Hongkong, August 23, 1886. 947

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sum less than \$1, or more than \$250, at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may, at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 3 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION, JOHN WALTER, Acting Chief Manager.

Hongkong, June 7, 1886. 954

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

APPROVED CAPITAL.....\$2,000,000  
PAID-UP.....\$500,000

REGISTERED OFFICE,  
40, Threadneedle Street, London.

BRANCHES,  
India, China, Japan and the Colonies.

THE Bank advances Money on Deposit, buys and sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and transacts Banking and Agency Business generally on terms to be had on application.

Interest allowed on Deposits:

For 12 months, 5 per cent. per annum.  
" 3 " 3 " "

On Current Deposit Accounts 2 per cent. per annum on the daily balance.

APPROVED CLAIMS on the Oriental Bank Corporation, in Liquidation, or the Balances of such Claims purchased on advantageous terms.

Agency of THE NATIONAL LIFE ASSURANCE SOCIETY.

H. A. HEBBERT,  
Manager.

Hongkong Branch.

Hongkong, May 31, 1886. 1068

## Notices of Firms.

### NOTICE.

WE HAVE THIS DAY authorized Mr. ERNST GRUBITZ and Mr. HERMANN WITTE to sign our Firm in Hongkong jointly for Procuration.

JUSTUS LEMBEKE & Co.,  
Hongkong, September 9, 1886. 1742

### NOTICE.

ON and after this date, until further Notice, the Undersigned will TAKE CHARGE of the Business of the HONGKONG AND CHINA GAS COMPANY, LIMITED, by Order of the Directors.

W. S. RAMSEY,  
Acting Manager.  
Hongkong, August 30, 1886. 1664

## Intimations.

HONGKONG ST. ANDREW'S SOCIETY.

THE Annual General MEETING of the above SOCIETY will be held in the CITY HALL on THURSDAY EVENING, the 15th Instant, at 6 o'clock, to receive Committee's Report and Statement of Account, elect Office-Bearers for the ensuing year, and decide concerning the celebration of the forthcoming Anniversary of St. ANDREW.

D. H. MACINTOSH,  
Hon. Secretary.  
Hongkong, September 10, 1886. 1744

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY General MEETING of the above-named Company will be held at the Registered Office of the Company, Pedder's Street, Victoria, in the Colony of Hongkong, on MONDAY, the 20th day of September, 1886, at Noon, when the abjoined Resolution will be proposed.

Should the Resolution so passed by the required majority it will be submitted for Confirmation as a Special Resolution to a Second Extraordinary General Meeting, which will be subsequently convened.

RESOLUTION.

That Article No. 17 in the Articles of Association be altered by eliminating therefrom the figures \$100,000, where they appear twice therein and substituting for such figures, the figures \$150,000.

JARDINE, MATHESON & Co., General Managers.  
Dated 27th August, 1886. 1644

NOTICE.

NOTICE is granted on approved Securities, in every description of Banking and Exchange business transacted.

Deposits granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JOHN WALTER,  
Acting Chief Manager.

Hongkong, August 23, 1886. 947

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

CONTINUATION OF THE HONGKONG SAVINGS' BANK.

NOTICE.

NOTICE

## For Sale.

MACEWEN, FRICKEL &amp; CO.

VICTORIA EXCHANGE,  
QUEEN'S ROAD CENTRAL.HAVE FOR SALE  
THE FOLLOWING

## STORES.

—0—

EX AMERICAN MAIL STEAMER.

Smoked HAMS.

Golden SYRUP in Gallon Tins.

Assorted SYRUPS.

Cutting's Table FRUITS.

ASPARAGUS.

Queen OLIVES.

Sausage MEAT.

CAVIA.

Potted MEATS.

MACKEREL in Bl. Tins.

Engle Brand MILK.

Lamb's TONGUES.

Green CORN.

Baked BEANS.

BROWN.

A LARGE ASSORTMENT  
of

COOKING AND PARLOUR

## STOVES.

AGATE IRON WARE COOKING  
UTENSILS.

WOFFLE IRONS.

CHARCOAL IRONS.

KERSOSINE LAMPS.

NONPAREIL KERSOSINE OIL

—0—

## WINES, &amp;c.

SPARKLING SAUMUR, Pts. &amp; Qts. @ \$11 and \$12.

CUP CHAMPAGNE, Pts. &amp; Qts. @ \$12 and \$14.

SAUCON'S SHERRY.

SAUCON'S INVALID POIT.

ROYAL GLENDED WHISKY.

JAMESON'S WHISKY.

OLD BOURBON WHISKY.

HERBERT'S CHERRY CORDIAL.

ASSORTED LIQUEURS.

DRAUGHT, ALE and PORTER.

&amp;c., &amp;c., &amp;c.

THE USUAL ASSORTMENT

of

OILMAN'S STORES,

at the

Lowest Possible Prices

FOR CASH.

## To Let.

TO LET.

BOOMS in 'COLLING CHAMBERS,'  
B Nos. 7 and 9, SEYMOUR TERRACE.  
Apply to

DAVID SASSON, SONS &amp; Co.

Hongkong, July 29, 1886. 632

TO LET.

FROM the 1st September next, the Com-  
modious PREMISES known as the  
P. & O. OLD OFFICES, lately in the occupa-  
tion of the HONGKONG & SHANGHAI BANK-  
ING CORPORATION.For further Particulars, apply to the  
Under-signed.

E. L. WOODIN,

Acting Superintendent.

Hongkong, August 21, 1886. 1014

TO LET.

THE HOUSE in CASTLE ROAD NO. 1.

Apply to the SPANISH PROCURATION, NO.  
14, Castle Road. Terms moderate. Pos-  
session on the first of the month.

Hongkong, February 6, 1886. 255

TO LET.

NO. 2, DOUGLAS VILLAS. Posses-  
sion from the 1st July next.

Apply to

DOUGLAS LAPRAIK &amp; Co.

Hongkong, May 31, 1886. 1064

TO LET.

A FIVE-ROOMED HOUSE at the PEAK,  
Good TENNIS GROUND attached.

Apply to

DENNYS &amp; MOSSOP.

Hongkong, January 28, 1886. 102

Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be Responsible for  
any Debt contracted by the Officers or  
Crew of the following Vessels, during  
their stay in Hongkong Harbour:ALEX. MCNEIL, American ship, Capt. G.  
W. DAVID.—Messageries Maritimes.ANNIE H. SMITH, American ship, Capt.  
R. B. BROWN.—Arnold, Karberg & Co.BARN J. H. BOWERS, Amer. barque, Capt.  
John A. PHAM.—Chinese.GALATHA, British ship, Captain William  
COLVILLE.—Borneo Co. Ltd.GEORGE CURTIS, American ship, Capt. T.  
SPROUT.—Master.GRANDER, American ship, Captain T. H.  
EVANS.—Meiburg & Co.HARVESTER, American ship, Captain Wm.  
TAYLOR.—Order.HYDRA German barque, Capt. C. BINGO.  
—Siemens & Co.J. D. PATES, American ship, Capt. G.  
A. Lane.—Messageries Maritimes.LORENA DOONK, British barque, Lynn.  
—Arnold, Karberg & Co.MOUNT LEBANON, Amer. barque, Capt.  
CHARL. NELSON.—Arnold, Karberg & Co.REVOLVING LIGHT, British ship, Capt. J.  
A. DURKE.—Messageries Maritimes.SUNG, British steamer, Captain DODD.  
—Gibb, Livingston & Co.

## Insurances.

NOTICE.  
QUEEN FIRE INSURANCE COM-  
PANY.THIS Undersigned are prepared to accept  
Risks on First Class Godowns at 2  
per cent. net premium per annum.

NORTON &amp; Co., Agents.

Hongkong, May 19, 1886. 938

LANCASHIRE INSUR-  
ANCE COMPANY.

## (FIRE AND LIFE.)

CAPITAL, —TWO MILLIONS POUNDING.

THE Undersigned are prepared to grant  
Policies against the Risk of FIRE on  
Buildings or on Goods stored therein,  
or Goods on board Vessel and on Hulls of  
Vessels in Harbour, at the usual Terms  
and Conditions.Proposal for Life Assurance will be re-  
ceived, and transmitted to the Directors  
for their decision.If required, protection will be granted on  
first-class Lives up to £1000 on a Single  
Life.For Rates of Premiums, forms of pro-  
posals or any other information, apply to

ARNOLD, KARBEG &amp; Co.,

Agents, Hongkong &amp; Canton.

Hongkong, January 4, 1886. 100

## TO-DAY'S ADVERTISEMENTS.

## NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## PAQUEBOT POSTE FRANCAIS.

## The Co.'s Steamship

## Anadyr.

## Commandant DELACROIX,

## will be despatched for

## SHANGHAI shortly after her arrival from

## Europe.

## G. DE CHAMPEAUX,

## Agent.

## Hongkong, September 11, 1886. 1750

## NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## PAQUEBOT POSTE FRANCAIS.

## The Co.'s Steamship

## Volga.

## Commandant DU TEMPLE,

## will be despatched for

## KOBE and YOKOHAMA shortly after the

## arrival of the Mail Steamer from Europe.

## G. DE CHAMPEAUX,

## Agent.

## Hongkong, September 11, 1886. 1751

## SHIPPING.

## ARRIVALS.

## September 11 1886.

Signal, German steamer, 385, C. A. Hun-  
dewall, Pakhoi September 7, and Hoilow-  
9, General.—SIEMSEN & Co.Piccida, German steamer, 875, Th.  
Nissen, Swatow September 10, General.—Velox, German steamer, 636, M. Kullsen,  
Nedlowang Sept. 4, General.—EDWARD  
SCHELLHAAS & Co.Kut Song, British steamer, from Wham-  
pon.Navy, British steamer, 1,735, Castle,  
London and Singapore Sept. 5, General.—

## ARNOLD, KARBEG &amp; Co.

Also, No. 1 Ready.

GODOWN'S at WEST POINT,  
LARGE and SMALL.

Apply to

## SHARP &amp; Co.

Hongkong, September 11, 1886. 1752

THE GIBB LINE OF STEAMERS.

FOR SYDNEY and MELBOURNE.

VIA SINGAPORE.

(Calling at PORT DARWIN & QUEENS-  
LAND PORTS, and taking through  
ROUTE for ADELAIDE, TASMANIA and  
NEW ZEALAND, &c.)

The British Steamship

Northern, Capt. RICHARDSON, hav-  
ing arrived from JAPAN, will be despatched as above on 4 p.m.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,  
Managers.

Hongkong, September 11, 1886. 1749

## DEPARTURES.

## September 11.

Velocity, for Chefoo.

Pakhoi, for New York.

Roachong, for Panaroon.

Zumbe, for Singapore and Bombay.

Greyhound, for Hoilow and Pakhoi.

Kutuk, for Swatow and Bangkok.

Kutuk, for Yekohama.

Doris, for Saigon.

Cleared.

Malta, for Haiphong.

Vidobala, for Singapore.

Haiphong, for Coast Ports.

Piccida, for Singapore.

St. Stephen, for San Francisco.

Manila, via Amoy.

Marsilles, Geneva, &amp;c.

Marsilles, Co., via Saigon.

New York, via Suez Canal.

New York, via Suez Canal.

Norfolk, via Yokohama.

Norfolk, via Yokohama.

Navy, via Suez Canal.

**FRAGRANT WATERS' MURMUR.**  
That the outcome of the Opium Commission, however modest that may be, ought soon to be made known to the Legislative Council.

That the Gap Rock, and no other rock, is the spot universally recommended for the light for the southern approach to Hongkong.

That the condition of the Interpretation Staff of this Colony is anything but satisfactory, and that the Cadet system has had no beneficial influence whatever upon interpretation.

That the Colony maintains a Meteorological Department for giving and receiving storm-warnings, and these are neither received nor given, the usefulness of the Department ceases, and a reform is urgently needed.

That the Senior Unofficial Member and his coadjutors in the Cargo-Boat Commission might take a leaf out of the book of the Gaol Commission recently closed.

That the local Government had better devise some method of protecting the revenue by their own responsible servants, as the Opium Farmer's men are creating quite a ferment among the respectable Chinese.

That the resources of the water supply will have to be taxed to keep the niche or gateway in the new wall at Ice House Lane clean and sweet.

That a sensible monument to our Surveyor General has been erected at the City Hall corner of the Praha.

That the Peak Tramway will soon be an accomplished fact, and that its promoters will doubtless command success because they have resolutely tried to deserve it.

That the time is drawing near when Great Britain will find it imperative to reform her Postal System.

That our neighbours in Macao have talked quite long enough about deepening their harbour, and that they might now begin to do the work.

That the Australian steamers are to touch at Macao to load prepared opium, by which manoeuvre the Hongkong revenue must suffer.

That the Naval Authorities seem to have a strong affection for the Steam Dredger, or the Dredger has a great attachment to the Naval Wharf.

That there was an impression that the new Dredger was constructed for the benefit of the ratepayers, and that the Naval Yard work was paid for by the Admiralty.

That the Naval Yard frontage will require more power than the Gripper to clear it satisfactorily.

That the Naval Yard ought to have been moved to a better and more suitable site long ago.

That there will soon be an extensive piece of foreshore to the Eastward, to reclaim, all too big for the capacity of the dredger, especially if that machine is allowed to remain idle.

That it is about time the Causeway Bay Reclamation was finished and the cutting concluded, as fever is very prevalent among the Chinese in that vicinity.

That the Central Market will probably soon be moved pro tem. next to Messrs Lane Crawford & Co.'s store, Praya, and that the Sanitary Board and others interested will then have an admirable opportunity of experimenting and reflecting on the master of the divers stinks which can be elaborated by the Chinese.

That the Dock Company should have secured the building of the new Canton steamer even at a shadowy profit, and that the River Steamboat Company might have done worse than have met the Dock people half-way, and thus enable the Colony to show what can be done here in building merchant steamers as well as in ships of war.

That there has at length been a welcome movement in Exchange, and that the tendency is upwards.

That the question uppermost in all minds is, How long will this improvement last?

That the appointment of a Royal Commission to inquire into the Silver Question has probably far less to do with the advance than the new Indian Loan and the tightness of money in India, with the consequent demand for Silver in London to supply it.

That Royal Commissions as a rule are proverbially wearying in the snail-like speed with which they proceed.

That the Hongkong and Shanghai Bank is believed to be gleanings a rich harvest and 'coining money' by the advanced exchanges, that will do far towards ensuring a prosperous half-year, come what subsequent fluctuations in silver there may.

That in the meanwhile its shares are steady and fairly strong, there being few buyers and fewer sellers.

That the reported purchases abroad point to a degree of confidence which should almost justify the public in following at the cash equivalent.

That the P. & O. are drifting into departure hours which necessitate the post closing at two o'clock, a most inconvenient hour for those who break the business hours of the day by tiffin.

That a nod is as good as a wink, etc.

That Hongkong continues to richly deserve its title of the 'Olympian Junction' of the Far East.

That the number of mails closing daily goes on steadily increasing, and that a daily

mail to Europe will be only a question of time, if every nation is bent on following the example of the Germans, and add to its prestige (or otherwise) by a subsidised service of its own.

That there must be more 'plums' on the Australian lines than outsiders give credit for, since the long ago rumoured addition of three steamers for the China Navigation Company's Australian fleet finds some corroboration in your Sydney Correspondent's notes.

That losses do not a barrier make, nor watched rates discourage—by no means.

That the three Bombay lines continue to nurse each other with tenderness and solicitude.

That the necessity of an alternative telegraph route to Europe has been again demonstrated during the past week.

That the new line via Tavoy, in Siam, has proved to be most unreliable.

That the desirability of a duplicate cable to Singapore has been still more clearly shown, and that it is to be hoped Mr McLean will not allow this matter to be overlooked.

That the summer is decidedly on the wane, while the crisp air of the N.E. monsoon comes early this year.

That it is evident from the testimony of the migratory birds of our community that Japan has this year experienced greater heat than Hongkong.

That the time of the year to visit Japan is not the summer, but the spring and early autumn.

That the inquiry into the doings of the 'Gun Ring' at Home may have an important bearing even upon this distant outpost of the British Empire.

That in Hong Kong we may take the consolation that guns which have not arrived here cannot yet be fitted near to us, and therefore cannot burst save at a safe distance from us.

Cross-examined—I went on watch at the same time as Pedro. I saw a light far off not long after I had gone on duty at three o'clock. The light was on the port side. We struck a gong. I do not know whether it was a steamer light or a junk light. There is a difference between the lights. We received orders to look for Turnabout Light on the starboard side. I was on the port side looking towards the starboard side. I saw no light whatever before the collision. She was clear of us when I saw the light. It was the light of a lantern at her stern. I cannot say where the light that I saw far off went to. The junk that collided was coming across our ship.

Re-examined—I could not say which was the bow or stern of the junk before the collision. After the collision I saw the stern of the junk by the light. It was something like a torch that I saw. I did not see a lamp. I do not know whether it was paper or not. It was a light they would hold in their hands.

K. Castro, said—I am quarter-master on the *Tibet*. I received the collision. I was at the wheel. The Captain was on the bridge. The Captain shouted to put the helm hard-a-port. I heard the whistle blow about a quarter of a minute before.

Cross-examined—I saw nothing before the whistle blew, and afterward I was looking at the compass.

Tung Aong—I am head gunner on board the *Tibet*. I am a Cantonese and speak the dialect of Canton; I know a little of the Chinshew dialect. I remember the junkmen coming on board the steamer. I conversed with them. I asked the headman if he had anything else on board. He said some cords or ropes. I spoke to him in Chinshew. Some of the men brought blankets with them. The headman brought his pillow-box and one brought an idol. I think they understood me. I told them to bring their cloths and money and they brought them. The headman to whom I spoke was wearing a long blue jacket. I could not hear what the headman said, because he was cold and trembling.

Cross-examined—I could not understand his dialect.

Mr. Leach, in summing up, said—On behalf of the *Tibet* I shall in the first instance deal with the evidence given by the plaintiff. I think it must have struck everybody who listened to the evidence of the plaintiff, that the character of that evidence was open to considerable criticism. It was not the case of one witness slightly varying from the story of another. It was a case in which witnesses whenever they got into a corner, whenever they had not given a satisfactory explanation, immediately turned about and gave a new version of the story. Each witness, certainly the majority of the witnesses altered their statements time after time. The evidence of the master of the junk was unsatisfactory in the extreme. Your Lordship will remember he shuffled and varied his story particularly in point of time. First he gave one account of how many times he happened to go out of his cabin on the night of the collision, and then he gave a second account when cross-examined. On the first occasion he said he had gone out twice, on the second three times. First he said he heard the report of the light at 4 a.m. and then he put it at 20 or 25 minutes to 4 o'clock. First he said he was called by the Fokki and then he said he came up to the standing platform and it was about five seconds before the light was given to stop the engines. I did not see the collision take place. With a fair wind and sails set it would take 40 seconds to stop engines, although they were shut off in 10 seconds. It was a quarter to five o'clock when I saw the junk.

By the Court—I went from the whale-hole to the standing platform and it was about five seconds before the light was given to stop the engines. I was sure the whale-hole as I thought at first the whale might have been sounding for a fog. There was scarcely a minute elapsed between the whale and the order to stop.

Antonio Roza—I am boatswain on the *Tibet*. I have been about 11 months on the *Tibet*. About ten minutes to four as I turned round to go to the ship's W.C. I heard a knock against the ship's side. Before that I heard the gong and the whale blowing almost at one time. It would be hard to say which went first. I heard the knock about one or two minutes after the whale was sounded. My cabin is in the square of the fore hatch on the starboard side about twenty yards from the bow. The knock was abreast of my cabin on the port side. I can immediately put on my shirt in my cabin and saw it was nine minutes to four. I then went on deck and saw the junk abreast of the jolly boat. She was clear of us at that time. I then got orders to shorten sail and lower the boat. I was present when the junkmen were taken on board the steamer and helped to take them on board. I saw them take some bundles with them and I heard the captain tell the gig-boy to tell them to bring those with them. I saw one of the men go back and fetch a pole and lay it across the *Tibet* after that and found a pipe of the pipe that was on the W.C. smashed in. I did not hear the telegraph. It is too far from me. Immediately I put on my coat and ran on deck to see if there was any danger of life. It was a pretty bad knock. I did not go to the side, but I saw the side of the junk. The pipe crushed is not a steam pipe but the pipe of the W.C. I only heard her strike once. With the exception that took place, I did not notice if she struck again.

Re-examined—Further off there are two or three other pipes.

Jack Pedro—I am an A.B. on board the *Tibet*. I was on the watch when the collision took place. I was on the watch from two to four. I saw a light very close to the port side about a quarter past four o'clock. Another took with a light very far off. The junk I saw at about four o'clock had no light. At the same time I saw the junk strike the gong and I heard the whistle. I had seen nothing of this junk before. The weather that night was very dark. There were no stars. The junk struck us at the port bow. I was standing at the forecastle head. She struck us by the spare anchor. When she knocked against our ship I saw a bamboo light. A sailor named Adam was with me on watch at the forecastle head.

Cross-examined—The wind was fair, not exactly off. The mate told me to keep a good look out for Turnabout Island on the starboard side. I saw a red light far off on the port side. I do not know if it was a junk. I struck the gong. That was about three o'clock, for about ten minutes after three o'clock, both struck. The junk was as far from me when I saw her as from the forecastle head to the forecastle head. I saw nothing of her before that. I saw the junk was quite close to our ship. The first I saw of the junk was something dark. The junk was coming on to us. I could see her bows. The gong went first and then the whistle. A minute and a half elapsed between the time I saw the junk and the time when the collision took place. Her forecastle was carried away by the shock of the collision.

Re-examined—It was the junk that had a light? Until very recently no sailing vessel was bound to carry a light.

Adam—No, I do not say she is bound to carry a light but she is bound to show sufficient light to warn another vessel. I submit if she had burned those torches, which she said she did, those on board the *Tibet* must have seen them.

Mr. Leach—How do you say that?

Re-examined—The *Tibet* had a light. I would say it was from the cabin or the engine-room. I was forward on watch, Pedro was with me. I went on the look-out who ought to have seen the steamer's light first. It was dark. There were no stars and no moon. It was about fifteen minutes to four o'clock when I saw the junk. Pedro and I saw it at the same time. The junk had no light. Pedro sounded the gong whenever we saw the junk. The junk struck us on the port side amidships. She did not show a light before she struck. She showed them after.

Cross-examined—I went on watch at the same time as Pedro. I saw a light far off not long after I had gone on duty at three o'clock. The light was on the port side. We struck a gong. I do not know whether it was a steamer light or a junk light. There is a difference between the lights. We received orders to look for Turnabout Light on the starboard side. I was on the port side looking towards the starboard side. I saw no light whatever before the collision. She was clear of us when I saw the light. It was the light of a lantern at her stern. I cannot say where the light that I saw far off went to. The junk that collided was coming across our ship.

Re-examined—I could not say which was the bow or stern of the junk before the collision. After the collision I saw the stern of the junk by the light. It was something like a torch that I saw. I did not see a lamp. I do not know whether it was paper or not. It was a light they would hold in their hands.

K. Castro, said—I am quarter-master on the *Tibet*. I received the collision. I was at the wheel. The Captain was on the bridge. The Captain shouted to put the helm hard-a-port. I heard the whistle blow about a quarter of a minute before.

Cross-examined—I saw nothing before the whistle blew, and afterward I was looking at the compass.

Tung Aong—I am head gunner on board the *Tibet*. I am a Cantonese and speak the dialect of Canton; I know a little of the Chinshew dialect. I remember the junkmen coming on board the steamer. I conversed with them. I asked the headman if he had anything else on board. He said some cords or ropes. I spoke to him in Chinshew. Some of the men brought blankets with them. The headman brought his pillow-box and one brought an idol. I think they understood me. I told them to bring their cloths and money and they brought them. The headman to whom I spoke was wearing a long blue jacket. I could not hear what the headman said, because he was cold and trembling.

Cross-examined—I could not understand his dialect.

Mr. Leach, in summing up, said—On behalf of the *Tibet* I shall in the first instance deal with the evidence given by the plaintiff. I think it must have struck everybody who listened to the evidence of the plaintiff, that the character of that evidence was open to considerable criticism. It was not the case of one witness slightly varying from the story of another. It was a case in which witnesses whenever they got into a corner, whenever they had not given a satisfactory explanation, immediately turned about and gave a new version of the story. Each witness, certainly the majority of the witnesses altered their statements time after time. The evidence of the master of the junk was unsatisfactory in the extreme. Your Lordship will remember he shuffled and varied his story particularly in point of time. First he gave one account of how many times he happened to go out of his cabin on the night of the collision, and then he gave a second account when cross-examined.

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Antonio Roza—I am boatswain on the *Tibet*. I have been about 11 months on the *Tibet*. About ten minutes to four as I turned round to go to the ship's W.C. I heard a knock against the ship's side. Before that I heard the gong and the whale blowing almost at one time. It would be hard to say which went first. I heard the knock about one or two minutes after the whale was sounded. My cabin is in the square of the fore hatch on the starboard side about twenty yards from the bow. The knock was abreast of my cabin on the port side. I can immediately put on my shirt in my cabin and saw it was nine minutes to four. I then went on deck and saw the junk abreast of the jolly boat. She was clear of us at that time. I then got orders to shorten sail and lower the boat. I was present when the junkmen were taken on board the steamer and helped to take them on board. I saw them take some bundles with them and I heard the captain tell the gig-boy to tell them to bring those with them. I saw one of the men go back and fetch a pole and lay it across the *Tibet* after that and found a pipe of the pipe that was on the W.C. smashed in. I did not hear the telegraph. It is too far from me. Immediately I put on my coat and ran on deck to see if there was any danger of life. It was a pretty bad knock. I did not go to the side, but I saw the side of the junk. The pipe crushed is not a steam pipe but the pipe of the W.C. I only heard her strike once. With the exception that took place, I did not notice if she struck again.

Re-examined—I was near the W.C. when I heard the whale. When the vessel collided it was between the W.C. and my cabin. I did not hear the telegraph. It is too far from me. Immediately I put on my coat and ran on deck to see if there was any danger of life. It was a pretty bad knock. I did not go to the side, but I saw the side of the junk. The pipe crushed is not a steam pipe but the pipe of the W.C. I only heard her strike once. With the exception that took place, I did not notice if she struck again.

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Re-examined—Further off there are two or three other pipes.

Jack Pedro—I am an A.B. on board the *Tibet*. I was on the watch when the collision took place. I was on the watch from two to four. I saw a light very close to the port side about a quarter past four o'clock. Another took with a light very far off. The junk I saw at about four o'clock had no light. At the same time I saw the junk strike the gong and I heard the whistle. I had seen nothing of this junk before. The weather that night was very dark. There were no stars. The junk struck us at the port bow. I was standing at the forecastle head. She struck us by the spare anchor. When she knocked against our ship I saw a bamboo light. A sailor named Adam was with me on watch at the forecastle head.

Cross-examined—I was near the W.C. when I heard the whale. When the vessel collided it was between the W.C. and my cabin. I did not hear the telegraph. It is too far from me. Immediately I put on my coat and ran on deck to see if there was any danger of life. It was a pretty bad knock. I did not go to the side, but I saw the side of the junk. The pipe crushed is not a steam pipe but the pipe of the W.C. I only heard her strike once. With the exception that took place, I did not notice if she struck again.

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## TOWN AND COUNTRY TALES.

A WAKING.

"Monday? Yes, Delighted, old chap." Then the friends proceeded to settle details. They would meet at the station and go by the 5.30 train, with would land them in comfortable time for dinner.

Now, if Charlie West had a weakness, it was that he was prone to be a little oblivious about time, and was in the habit of running his engagements off the line. On the Monday afternoon, to begin with, the time between luncheon and tea will be called on a pretty woman of his acquaintance, and she was so amiable that he stopped until the last moment, and then jumped into a hansom, telling his Jean to drive him to the devil. Unfortunately his own watch had stopped (the forget to wind it up the previous night), and how could he know that his master's clock was a quarter of an hour slow?

When he arrived on the platform, he was met by his servant, who, with a countenance inexpressive of emotion, pleasurable or otherwise, informed him that the train had departed, bearing Captain Leslie with it. The Captain had left word that he hoped Mr West would go by the next train, which was not until 8.30, and reached Dart— at 10.15. He would drive the dogcart over to meet him—it was six miles from the station.

Charlie awoke exhaustively. He was not ill-tempered, but, surely, if a man might be justified (which I by no means admit) in indulging in bad language, here was a case in point. To find yourself in the East End of London, with two hours and fifty minutes to hand; to have foregone a pleasant dinner and evening; to have put your host to great inconvenience, and probably to have given a bad impression to his family before your arrival—all these things are extremely vexing.

But, having a tolerably happy disposition, Charlie, after his first outburst of wrath and disgust, took it very well. He got into another hansom, returned to his club at the West End; read the papers, dined lightly, and took excellent care to be in time for the 8.30.

It was a slow train; it stopped at nearly every station, and arrived at last thirty-five minutes late. His friend, who had had time to recover his first feeling of resentment at Charlie's confounded inconsiderateness, received him very cordially. The dogcart was spacious, and they managed to cram in the servant and luggage, and went off at a spanking pace to the Court. The moon shone brightly—the roads were excellent.

"Love!" uttered Charlie, drawing a long breath. "How good everything smells, and what a blessing it is to get out of London!"

They drove through a long avenue of trees, and came to a big old-fashioned red house with a great mere sitting like a mirror in front of it.

"I ex—ect," said George Leslie, "that we shall find everybody gone to bed; all my people are tremendously early."

And so it proved. The friends refreshed themselves in the dining-room, etc., etc., then returned to the smoking-room, and the hour of one had given tongue from the stable clock before they thought of turning in. Leslie showed Charlie his room, spacious and tapestry-hung, and the young gentleman, having drawn back the curtain which the housemaid, after the manner of her kind, had hemmatically closed, and thrown one window wide open, retired to bed, to sleep the sleep of the just.

He awoke *en surdit* by hearing his name. "Charlie! Charlie! do wake up!" It was a pretty jolting voice; and Charlie was not in the habit of being called in this fashion.

He started, and looked up. What he saw was a slim young lady with a very pretty figure in a blue cotton gown, and the back of a charming head with golden plait. The fair one was looking out of the window and apostrophising him at the same time.

"It is such a glorious morning; aren't you ashamed of yourself, you great idle creature, to be lying there missing all this lovely sunshine? Do get up, and come out with us before breakfast!"

Charlie is not shy, but a very decided feeling of embarrassment creeps over him. Of course it is a mistake. He has known some rapid young ladies in his time, but never one who would have come into his room to call him before she had even been introduced to him. But how on earth was he to intimate to her that she was in error about his identity? She had called him Charlie, too! Leslie's name was George, and he had no brothers. In any case, it was rather a strong order for a girl to come into any man's room who was not her brother.

Charlie buried his head under the clothes, and awaited the dénouement. It was not long in coming.

"Charlie," said the fair one again, and this time her voice indicated that her face was turned in his direction, "if you don't wake up this instant, I will throw a wet sponge at you! You are a lazy pig!"

Then he heard her proceed to the washing-stand, and dip a sponge in water, and partly wring it. Next moment, with unusually good aim for a girl, it bounded on his head, which was protected by the bedclothes.

Charlie smothered a laugh; it was becoming too ridiculous.

"Very well," then, said the voice, approaching; "I shall come and drag the clothes off you!"

Now he must act with promptitude. He raised himself a little, and put the clothes just far enough back for his assailant to see his laughing blue eyes. The damsel stopped midway in her career: an expression of stony horror flashed into her face; her cheeks were dyed with crimson; and, uttering an agonised little groan, she turned and fled.

Charlie laughed all the time he was getting up. He could not help wondering how she would meet him at breakfast. By Jove! what a pretty creature she was! Would she tell any one, or would she ignore the incident? He would take his cue from her. The family were all assembled in the breakfast-room when he came down, and he was presented to his host and hostess; to three nice, fresh-looking girls, Leslie's sisters, and a fair young fellow about his own height and colouring, as "My cousin, Fane." But where was the fourth? His alarmist? There was no other place laid at the table, and breakfast-time had come, and she did not appear. He heard the other girls addressed as Charlie, and his heart contracted that this was the young gentleman for whom he had been mistaken. Still, he did not quite approve of a girl, such a pretty girl, too, making so free with a cousin: "A brother is all very well," &c. It was evident that no one knew a syllable about the event of the morning. Every time the door opened Charlie looked towards it; his eyes wandered over the lawn into the garden. "He was always distract."

"Have you any more sisters?" he asked of Leslie, as they walked together to the shooting a little apart from the father and cousin.

"No, only those three," replied Leslie. "And quite enough too."

Charlie was completely mystified. He

it is not my fault that such a stupid little

girl did not shoot as straight as usual; his accident should have occurred. Why need

thoughts were distracted by the pretty golden-haired creature who had rouged him from his shoulders. [He could not have dreamt it. No! there was the hot sponge on his bed when he got up.]

The shooting was over; he and Leslie were strolling homewards along the road, when a smart little village cart with a trotting pony and freighted with two ladies came towards them.

"This is our person's wife," said Leslie. "Such a good sort—I must introduce you to her." [He] made a sign to the chariot, she pulled up, and Charlie saw that her companion was his fair friend of the morning.

"How are you, Mrs Grey?" cried Leslie cheerily. "Let me introduce to her divine voice to you. Mrs Grey, Mr West; Lil, Mr West."

Lil made the slightest motion of her head, without meeting Charlie's eyes. Leslie indulged in some gay banter with Mrs Grey, and Charlie, though he felt slightly embarrassed, tried to make conversation with Miss Lil. She answered "Yes" or "No," as occasion required, and never once raised her eyes to his face.

"Do come up and dine to-night, Mrs Grey," entreated Leslie. "My mother would be so awfully pleased. I'll go home and get a note from her if you think it necessary."

Grey appeared ready to waver; then Charlie distinctly saw Miss Lil pinch her friend West to her. "Mr Grey, Mr West; Lil, Mr West."

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